metre gauge into broad gauge indicating the expenditure so far incurred, the total estimated cost and the time by which the project is likely to be completed;

(b) whether it is a fact that in the process as many as ten passenger trains, including mail and express trains in this sector, have been cancelled, creating a bottleneck for the passengers commuting between Delhi and Ahmedabad, with only one super fast train running between Delhi and Ahmedabad only three days in a week; and

(c) whether Government on public demand or otherwise have considered the question of running Delhi-Ahmedabad Superfast train on daily basis; if so, the decision taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Details are given as under:

Name of the project	Progress so far	Expenditure incurred upto Feb97	Total estimated Cost
Conversion of Ajmer-Mehsana line from MG to BG (423 km)	Completed	Rs. 290 cr.	Rs. 377 cr.

(b) and (c) Due to the on-going gauge conversion works on Mehsana-Ajmer section through train services between Ahmedabad and Delhi via Ajmer-Jaipur have been cancelled in addition to other passengers trains on the sections enroute.

At present, 2473/2474 Ahmedabad-Jammu Tawi Sarvodaya Express (weekly), 2474/2476 Rajkot-Jammu Tawi Express (weekly), 2477/2478 Happa - Jammu Tawi Express (weekly) and 883/884 Nizamuddin - Ahmadabad Holiday Special train (tri-weekly) are available between Ahmedabad and New Delhi/Nizamuddin.

On completion of Guage Conversion works, Broad Gauge express train services including superfast and weekly Rajdhani Express will be introduced between Delhi/New Delhi and Ajmer during 1997-98.

Derailments in Khurda Division

3008. SHRI SANATAN BISI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there were 15 derailments of trains within a period of 35 days from January 13 to February 27, 1997, in Khurda Division on South-Eastern Railways; and

(b) the remedial action taken, to avoid such derailments of trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Some of the steps taken to bring down the incidence of derailments on Indian Railways are as under:—

1. Track structure is being strengthened by using 60 kg rails on concrete sleepers. All rails are being converted into long welded rail panels by welding and removing fish-plated joints. Fan-shaped turn-outs and switches are being introduced.
2. Track is being maintained progressively by tie tamping and ballast cleaning machines. Track is also now being laid with track renewal trains.
3. For monitoring of track geometry and running characteristics of track, sophisticated track recording cars, oscillograph cars and portable accelerometres are being progressively used.
4. For detection of hidden flaws in the rails not visible to the naked eye, ultrasonic flaw detectors are

being used. Inspections of points and crossings have been intensified.

5. The condition of rolling stock has been improved. Conventional 4-wheeled wagons with brass bearings and vacuum brake system are being replaced with better bogie, roller bearing air-braked stock.

6. To prevent cases of cold breakage of exles, Routine Overhaul Depots have been equipped with ultrasonic testing equipment for timely detection of flaws developing in the axles.

7. Counselling and training of train passing staff and gatemen for detection of hot boxes has been intensified.

8. Examination pattern of goods and coaching trains has been rationalised.

9. Workshops have been advised to acquire ISO 9002 certification for roller bearing, laminated bearing springs and slack adjustor barrel repair sections having direct bearing on safety.

10. Capacity for periodical overhaul of coaches has been augmented by conversion of erstwhile workshops for metre gauge coaches at Ajmer, Dibrugarh, Hubli and Jodhpur into broad gauge.

11. Punitive action is taken against staff responsible for causing derailments.

Supply of HDGC wire to Railways

3009. DR. RANBIR SINGH:
SHRI RAM NATH KOVIND:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of manufacturers of Hard Drawn Grooved Coper contact (HDGC) wire with the technique of Cold Pressure Butt Welding Joints are registered with Indian Railways after approval of R.D.S.O., Lucknow;

(b) if so, the names of such manufacturers with total length of the material supplied by each;

(c) whether any evaluation of the products has since been undertaken by Indian Railways; and

(d) if not, the reasons for asking new suppliers to supply the material in terms of specifications as in (a)?

THE MINSITER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Only one firm i.e. M/s Veekay General Industries, Delhi is registered with RDSO for supply of HDGC wire with the technique of Cold Pressure Butt Welding Joints. About 140 Metric Tonnes of H.D.G.C. wire with this technique has been supplied by this firm.

(c) Efficacy of the joint with Cold Pressure Butt Welding technique has been evaluated by RDSO/Lucknow and the joint has been found to comply with requirements of various tests as per specification.

(d) Does not arise.

Violation of Instructions Regarding supply of the HDGC wire to Railways

3010. DR. RANBIR SINGH:
SHRI RAM NATH KOVIND:

Will the Minister of RAILWAYS be pleased to state:

(a) whether some instructions have been issued by the Ministry stopping enlisting of suppliers/manufacturers for supply of Hard Drawn Grooved Copper Contact wire with Silver Brazed Base Joints for railway electrification in future;

(b) whether such instructions have not been made applicable to the present suppliers of HDGC Contact Wire with Silver Brazed base Joints;